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Fine Assortment of
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Fort Street, Love Bldg.

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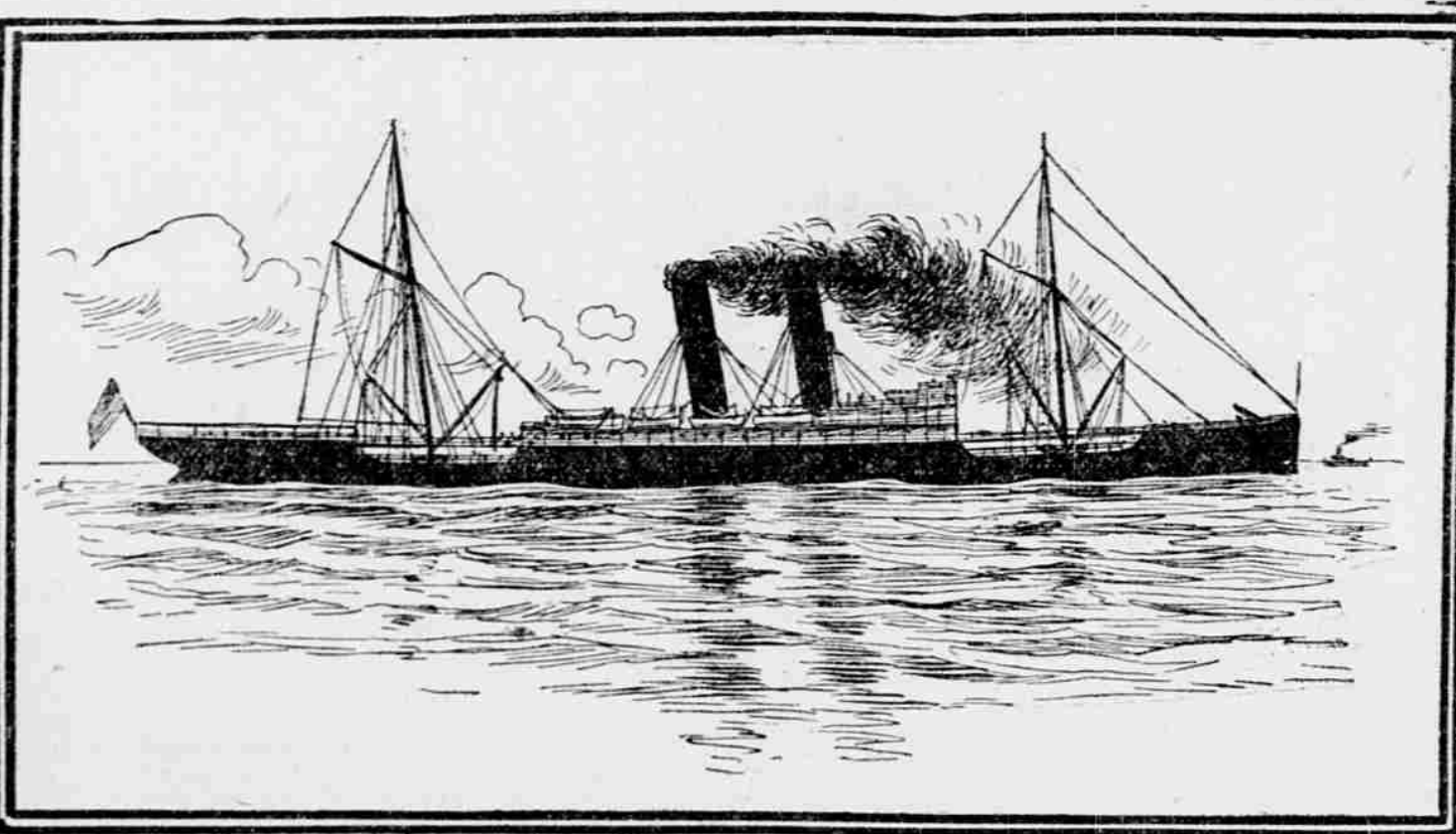
1282 Fort Street. Tel. 223.

SING CHAN CO.

Sanitary Plumbing
and
Sewer Connections
A SPECIALTY.

223 KING STREET,
River St. and Railroad Depot

NEWS OF THE WATERFRONT.



P. M. S. S. Korea, one of the largest vessels built in the Western Hemisphere.

LARGE GRAY EEL
IN THE MARKET

Three Common Species of Puhi
Here and Two Are Hooded
Like a Snake.

There was in the fishmarket yesterday the largest specimen of the eel tribe which has graced the slabs for many a day. The eel was five feet long, and nearly five inches in diameter at its thickest part. It belonged to the local species, which most resembles the true conger, and was gray in color. It was captured at low tide in a pool of water which it had entered, probably in pursuit of prey, and out of which it was unable to escape.

There are three well known varieties of eel found in local waters. The largest is the big gray fellow, which so closely resembles his cousin conger. He is voracious and fearless, and the natives tackle him with caution, for when cornered, he fights viciously, and can inflict a nasty wound with his powerful jaws, which bristle with needle-like teeth.

The other species are fat, flabby looking customers, with fantastic markings of black and brown, and many shades of gray. On an eel of this sort the skin appears to hang loosely on the body, and when disturbed the head swells like a puff adder's. These eels seldom attain a greater length than three feet and love to locate in the crevices of a stone breakwater, from which they dart out incessantly and make havoc among any school of small fry which may be innocently sporting themselves within striking distance. These hooded eels have been known to haunt a particular spot for over a year. They are good eating, despite their unprepossessing appearance. The natives who live near the sea margin hunt the "puhi" or eel week in and week out. In the day time they angle for him with a large hook attached to a stout line, and by night they spear him by lantern light, or coming upon him as he lies, dazzled by the rays of the light, on the bottom, break his back with a piece of hoop iron.

When an eel is hooked the fisherman standing knee-deep in the water, swings the creature at arm's length with a rotary motion, in order to kill him. The body of the eel thrashing the water every time the circuit is completed. When fishing is good the spectacle of a lot of native swinging eels reminds an onlooker of a flock of windmills operating in a 40-miles-an-hour breeze.

ARE ELIGIBLE
FOR APPOINTMENT

Yesterday afternoon the names of the successful candidates in the first grade customs examination, recently held, were posted at the customs house. The names of those eligible for appointment are as follows:

Alfred H. Day, \$9.60.
Martin W. Tschudi, \$7.60.
Horace B. Dunn, \$7.20.
Charles J. Cooper, \$6.40.
Robert S. Andrews, \$5.05.
Walter R. Carroll, \$4.30.
Mark Weil, \$3.75.
Prince L. Tople (Kealia), \$1.75.
Edward S. Tracy, \$1.40.
James J. Hughes, \$1.80.
John T. Schneider, \$1.00.
Thomas P. Harris, \$1.00.
John C. Evans, \$1.50.
Walter S. McBryde (Koloa), \$2.05.
Jasper W. Bell, \$1.85.
John Stine, \$1.50.
Harrison W. Stine, \$0.90.

The examination took place two months ago, under the auspices of the local board of civil service examiners, at the High School. The necessary passing percentage is 70, and the standard of papers returned at the last examination was unusually high.

A Native Tar.

Robert W. Manuaha, a young native, nineteen years of age, was shipped aboard the tug Iroquois, and mustered into the naval service yesterday. He is rated as a landsman, and has signed for three years. Manuaha will participate in the coming cruise of the Iroquois to the islands northwest of here. The young man is an old St. Louis College boy, and until recently worked in the boiler shops of the Honolulu Iron Works. His pay in his new vocation will be \$16 a month. Several other Hawaiian boys would eagerly avail themselves of a similar chance to join the service, but there are at present no more berths vacant on the Iroquois.

Year's Largest Vessels.

The six largest vessels launched last year were the White Star liner Celtic, of 20,904 tons register, from Harlan & Wolff's shipyard, Belfast; the Kronprinz Wilhelm, of 14,908 tons, from the Vulcan Company's shipyard, Stettin, Germany; the Minnetonka, of 12,545 tons; the Athenic, of 12,512 tons; the Walmer Castle, of 12,482 tons, and the Noordan, of 12,480 tons, all from Harlan & Wolff's yard at Belfast, Ireland. In this country, the largest merchant vessels built last year were the Korea and Siberia, for the Pacific Mail Company, at the Newport News shipyard. Both are of 12,000 tons.

GIANTS OF THE
PACIFIC OCEAN

Facts and Figures of the Korea
and Siberia, Largest Home
Built Vessels.

The steamships Korea and Siberia which will, it is expected, be completed in March and May, respectively, are the two largest vessels ever built in the United States.

They have each 18,000 tons displacement, which gives them a carrying capacity of about 12,000 tons. The contract calls for a speed of eighteen knots, but it is expected that they will develop into twenty-knot ships. They are being constructed for the Pacific Mail Company at a cost of \$2,000,000 each, and will sail in the Oriental trade.

The length of the Korea is 572 feet 4 inches, beam 63 feet, depth 40 feet, draught 27 feet, and displacement 18,600 tons. The steamer is to make eighteen knots an hour, under her builder's contract, but her 18,000-horsepower engines are expected to drive her easily at twenty knots. At this rate the run from San Francisco to Honolulu will be made in less than five days. The Korea will be able to accommodate 200 first-class passengers, and over 1,200 in the steerage.

The introduction of vessels of such large tonnage into the trans-Pacific trade is significant. Five years ago such a development would not have been considered possible for at least another quarter of a century. But the acquisition of the Philippines as one of the fruits of the Spanish war, opened commercial possibilities only vaguely dreamed of before, and the great steamship companies are falling over one another in the scramble to get in and accommodate themselves to the new conditions and prospects.

Ten years hence, or even less time than that, it is probable that steam merchantmen equal in tonnage to the largest vessels operating in Atlantic waters will be plying back and forth across the Pacific between San Francisco and Oriental ports. Twenty-five years ago 3,000-ton carriers were considered exceptionally large, and their success doubtful. Two trans-Pacific lines carried all the trade and had facilities to spare. Now there are half a dozen steamship lines running regularly in the trade, and there is business in abundance for all.

To meet the growing wants of commerce there is a demand for steamers of the largest type and of the highest rate of speed, and several other big steamship companies, equipped with the best ships afloat, are getting ready to enter into competition with the older companies. They are satisfied that there is profitable business here for all. In another year docking facilities for big steamships making San Francisco their home port are liable to be severely taxed.

SHIPPING NOTES.

The Maui is still on the Marine Railway.

The brig Tanner sailed for Puget Sound yesterday afternoon.

The steamer Kauai brought 5,162 bags of sugar from Kailua yesterday.

The Ke Au Hou took forty Japanese to Kauai yesterday, and the Niihau 120.

The Territorial Band played on board the transport Warren yesterday afternoon.

The ship Tillie E. Starbuck got away for San Francisco yesterday afternoon.

There are now only eight merchantmen in port, the smallest number in many months.

None of the much-looked for sailing vessels from the Coast put in an appearance yesterday.

The Warren had all her coal aboard by 3 p. m. yesterday, but will not sail until 6 a. m. today.

Captain Freeman received yesterday a full license as master of vessels of 2,500 tons on any ocean.

Arthur L. Merry, the clerk at the naval station, is spending a few days with his camera on Maui.

Mr. and Mrs. John Ena were passengers on the Niihau, which sailed for Kauai yesterday afternoon.

K. E. Mallan, the letter carrier, is said to have been a passenger to San Francisco on a recently departed bark.

Bert Fuller, superintendent of Allen & Robinson's schooners, is reported to be slowly recovering from his recent accident. During his indisposition his work is being done by J. W. Pickard, formerly employed in the company's lumber yard.

Japanese Drowned.

The steamer Ke Au Hou, which arrived yesterday, brought news of the drowning of a Japanese in the Hanalei river last Friday night. No marks of violence were found on the body, and it is thought that deceased while wading along the bank of the river, tired on an undetermined section which gave way beneath his weight and precipitated him into the water.

SUDDEN DEATH
AT HONUAPPO

Steamer Kauai Brought News of
the Mysterious Decease of
Mrs. Kahano.

The steamer Kauai, which arrived from Kailua yesterday morning, brought news of the sudden death of Mrs. Kahano at Honuapou early last Sunday morning. Mrs. Kahano is said to have been present at a luau at her residence on Saturday evening. Early the next morning her dead body was found on the lanai of her house.

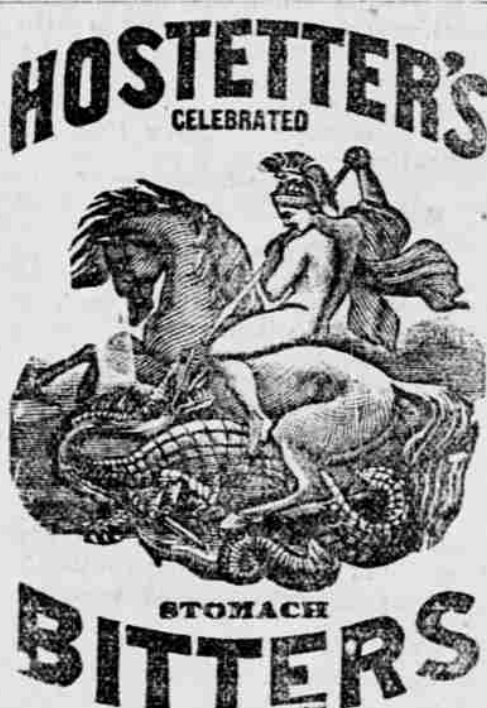
An inquest was being held when the Kauai left Honuapou. No further particulars of the decease of Mrs. Kahano could be obtained.

A. T. R. Jackson, E. W. Senden, Geo. H. Robertson and Fred Wundenberg were passengers on the Kauai. As soon as she arrived, the Kauai discharged 30 head of cattle at the cattle wharf. The "critters" were consigned to Mr. Greenwell. The steamer brought 5162 bags of sugar.

Purser Clark reported the Mauna Loa at Honuapou when the Kauai left. Honuapou and Punaluu were cleaned out of sugar. Fair weather prevailed at Kau and Kona ports, and the channel, coming home, was smooth.

Lest Her Men.

The steamer Kauai arrived yesterday minus three of her crew which she left on Kauai. One of the sailors named Kaluaka was arrested at Punaluu, and the other two were detained as witnesses in the case. The trouble grew out of an accident which happened last Sunday night. Kaluaka was ashore at Punaluu, and missing the boat back to the steamer he said to have paddled out to the Kauai in a native canoe. When he reached the steamer he turned the boat adrift, and the owner complained to the deputy sheriff, who placed Kaluaka under arrest and held his two shipmates as witnesses.



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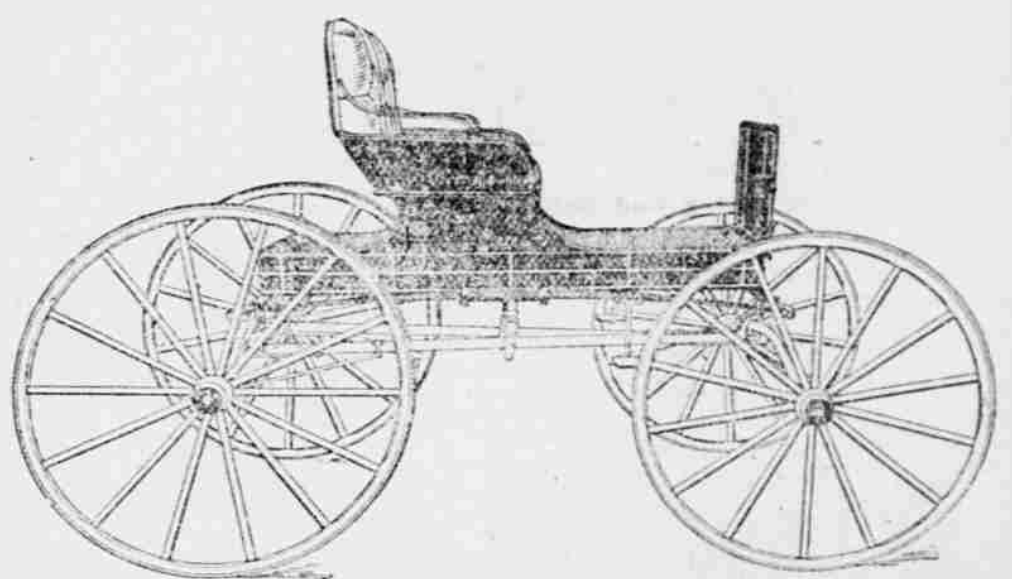
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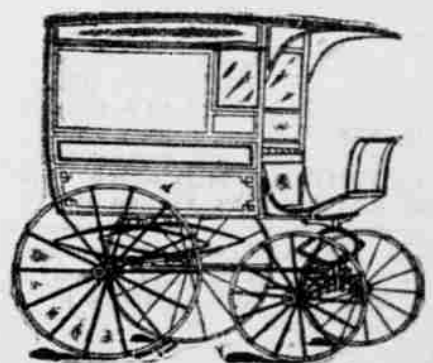
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